

night, and I hope the Senate will do the same before it adjourns for the year.

**Statement on Signing the
Department of Transportation and
Related Agencies Appropriations
Act, 1997**

September 30, 1996

Today I have signed into law H.R. 3675, the "Department of Transportation and Related Agencies Appropriations Act, 1997."

The Act provides \$35.5 billion in funding for the Department of Transportation and several smaller agencies, including the National Transportation Safety Board. The bill is consistent with my request in most key areas.

I am pleased that the Congress fully funded my request for the Federal Aviation Administration's (FAA) safety programs. This bill, together with the FY 1997 omnibus appropriations bill that I have also signed, provides an increase of \$286 million over fiscal 1996 for FAA operations. The FAA manages the world's largest and safest aviation system.

To address the recent tragic aviation incidents, I asked Vice President Gore to chair a Commission on Aviation Security and report back with recommendations for improving aviation security. I am pleased that in the omnibus appropriations bill, the Congress fully funds my request of \$201 million for the Department of Transportation to implement the Vice President's September 9 recommendations.

The Act includes \$150 million to capitalize my proposed new State Infrastructure Banks (SIBs). It also lifts the limit on the number of banks, allowing all States to apply. SIBs are an innovative use of private sector financing ideas that will permit States to leverage infrastructure investment.

I am particularly pleased that the Congress, in the omnibus appropriations bill, fully funded my request for the Alameda Corridor project, which connects the ports of Los Angeles and Long Beach, California. This intermodal project will speed the transportation of goods from these ports throughout the country and will also help sustain our

Nation's competitive edge in Pacific Rim trade.

The Act provides funding for most of the Department's high-priority programs. I commend the Congress for not including any new earmarked highway projects. States can better determine how to use these funds to meet their transportation infrastructure priorities.

William J. Clinton

The White House,
September 30, 1996.

NOTE: H.R. 3675, approved September 30, was assigned Public Law No. 104-205. This statement was released by the Office of the Press Secretary on October 1.

**Statement on Welfare Reform
Initiatives**

September 30, 1996

Today, I am pleased to announce two important steps my administration is taking to continue our progress in making work and responsibility the law of the land.

First, today we have given the green light to the first two States to submit their State plans under the new law—Wisconsin and Michigan. Both States will receive funding under the new welfare block grant for FY 1997 as well as part of FY 1996, and will now come under all the requirements of the new welfare law, including the work requirements and the 5-year lifetime limit on welfare receipt. Both States no longer need an AFDC waiver to carry out their welfare reform plans.

I am especially pleased by this action, because as I have said before, Wisconsin's plan to replace the broken AFDC system with a system based on work is one of the boldest, most revolutionary welfare reform plans in the country. I am delighted to see it move forward. Michigan is also embarking on an innovative plan to reward and require work and demand responsibility. I congratulate both States for recognizing what all Americans agree on: Welfare reform is first and foremost about work.

Second, tomorrow we will release the first allotment of child care funds to the States. I fought hard for the increased child care